

TSUG NEWS

TRANSPORT STATISTICS USERS GROUP

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1. Editorial

Ever since the election of the coalition government on 6 May 2010 spending cuts and public service job losses have been looming. On Wednesday 20 October the Chancellor George Osborne announced in a spending review where the savings were going to be made in an effort of reducing the United Kingdoms budget deficient. In all spending cuts of £8.1 billion were announced . The Department for Transport whose annual budget is £.4.4 billion will face a budget cut of 14.6% by 2014/15 compared to 2009/10. The press seized upon this reporting that as a consequence rail fares are expected to rise by around 3% above the rate of inflation. This is expected to hit rail commuting middle income families most as they could expect

an annual season ticket to rise significantly, pensioners though will continue to enjoy the universal benefit of a free bus pass. However, despite the budget cuts, the spending review did however confirm support for a number of major capital project rail and road projects including:

Rail

- Network Rail funding for maintenance and investment
- Crossrail
- East Coast Mail Line improvements
- Rail network improvements in Yorkshire, Manchester and Cardiff
- Route extensions/capacity improvements for Midland and Tyne and Wear Metro
- Private finance initiative support for two new Nottingham Express Transit lines
- Birmingham New Street upgrade
- Legislation for High Speed 2 during the current parliament

Road

- Mersey Gateway suspension bridge
- A11 dualling between Norwich and the M11
- M4/M5 junction improvements
- M1 congestion relief between junctions 28 to 31

As part of the spending review a number of Department for Transport Quangos are to be abolished which includes Cycling England. Much of the built environment in the United Kingdom remains dominated by motor vehicle traffic. Cyclists must try and fit in though the emergence of cycle priority measures, some good, some bad, over the last decade is welcomed and has helped. But with cuts to the Local Transport Plan Integrated Transport Budget expected, the money available to implement similar schemes in the future appears limited. But publicly funded cycling priority measures need not necessary if new developments are built with the cyclist, and pedestrian in mind. In these time of austerity, the development control process is key to delivering sustainable transport such as cycle friendly town centres and housing estates, moreover land use planning is crucial role in reducing the need to travel in the first place.

Regards
Alan Tilly .

2. Abolition of Department for Transport Quangos

In October, the Government published a list of 192 Quango to be axed. Quangos - "quasi-autonomous non-governmental organisations" - are arm's-length bodies funded by Whitehall departments but not run by them. They are advisory bodies, consumer watchdogs or organisations carrying out public services. The table below lists those Quangos whose business is transport. Perhaps most notably Cycling for England are among those being abolished entirely.

British Waterways	No longer a Public Corporation - Abolish as a public corporation in England and Wales and create a new waterways charity – similar to a National Trust for waterways
BRB (Residuary) Ltd (British Railway Board)	No longer a Public Corporation - Abolish body and transfer functions to the Secretary of State for Transport. BRBR will be wound up once a programme of asset disposals is complete
British Transport Police Authority	Retain - Retain on grounds of performing a technical function which should remain independent from Government
Civil Aviation Authority	Retain - Retain on grounds of performing a function which requires impartiality
Commission for Integrated Transport	No longer an NDPB - Abolish body and seek arrangement that delivers external analysis and strategic advice on cross-modal transport policy and realising benefits, at lower cost
Cycling England	No longer an NDPB - Abolish body. We have announced a Local Sustainable Travel Fund and will explore ways of marshalling expert input on cycling issues, including to support the Fund
Disabled Persons' Transport Advisory Committee	No longer an NDPB - Abolish body. We are exploring options for continuing to gain the disability advice we need through a more flexible, accountable structure
Directly Operated Railways Ltd	Retain - Retain on grounds of performing a technical function which should remain independent of Government
London and Continental Railways Ltd	Retain - Retain on grounds of performing a technical function which should remain independent of Government
Northern Lighthouse Board	Retain - Retain on grounds of performing a technical function which should remain independent of Government
Office of Rail Regulation	Retain - Retain on grounds of performing a function which requires impartiality
Passenger Focus/Passengers' Council	Retain and substantially reform - Retain on grounds of performing a function which requires impartiality. Substantially reform to focus on core role of protecting passengers, while reducing cost to taxpayers
Railway Heritage Committee	No longer an NDPB - Abolish body and functions. No equivalent protection applies to the heritage items of any other transport sector

Terms used

No longer a Non Departmental Public Body (NDPB) - subject to the spending review and, where appropriate, to impact assessment and consultation these bodies to be abolished or change status. Some bodies will be abolished and their functions discontinued. For others, functions may be devolved or transferred, or a new status, such as charity or private firm, will be explored.

Retain – retain current status and functions

Retain and substantially reform – retain current status and substantially reform current functions and/or governance arrangements

The abolition of Cycling England is expected to take effect from the end of March 2011. Critically this threatens the future of National Cycling Proficiency training, Bikeability. This scheme currently receives £12 million p.a. through Cycling England from the Department for Transport. Over 90% of all local authorities are involved in and benefitting from the programme, as are over 50% of all School Sports Partnerships – of which every school in England must be a part. While the Under Secretary of State has indicated that the Department for Transport will maintain support for the scheme, there are as yet no details as to how this will be effected.

The achievements highlighted by Cycling England include:

- 27% increase in cycling trips in three years in supported Cycling Demonstration Towns (against a national trend that has been declining consistently for 50 years)
- 174% increase in trips to school by bike where school cycling programmes are in place
- Nationwide revival of cycling proficiency training, such that almost 300,000 young people every year now gain the confidence to cycle in modern traffic conditions, growing up with cycling as a life skill

Economic modeling by the Department for Transport has calculated a benefit to cost ratio for these programmes of between 3:1 and 5:1. The Government has indicated that in future, local authority cycling schemes will be supported through a 'Local Sustainable Transport Fund'.

Also to be abolished is British Waterways which was established by an Act of Parliament in 1962 to look after the majority of inland waterways in England, Scotland and Wales, totaling some 2,200 miles in length. It is estimated that 13 million people visit them every year and almost 35,000 boats are based on them. British Waterways is to be replaced by a new independent waterways charity similar to the National Trust.

Retrieved from <http://www.dft.gov.uk/cyclingengland/2010/10/abolition-of-cycling-england-%e2%80%93-what-future-for-bikeability/> and http://www.direct.gov.uk/prod_consum_dg/groups/dg_digitalassets/@dg/@en/documents/digitalasset/dg_191543.pdf 18 October 2010

3. Attitudes towards road congestion

The Department for Transport has published the statistical document 'Public Attitudes Towards Road Congestion, November 2009 to February 2010'. This reports that:

- Over 4 in 5 adults thought that congestion was a serious problem in the country and 9 in 10 said that it was important for Government to tackle the problem although both of these proportions have fallen slightly over the last 2 years.
- Just under a quarter of adults said that congestion was a problem for the majority of their journeys, a similar level to 2 years ago but more than the proportion reported last year. Three in 10 said that road congestion was rarely a problem for them.
- Two-fifths of adults thought that congestion was rarely a problem for them on their most frequent journey, while a quarter thought that congestion was a problem for the majority of these journeys.
- Sixty six per cent of adults said that congestion was worse in and around towns than on major routes although this percentage drops slightly for those who frequently use motorways.
- A quarter of motorway users said they experienced motorway congestion on a majority of these journeys, an increase on the proportion reported last year, and three in ten said unreliable journey times was the main cause of their concern.
- Two in 5 motorway users said they routinely start their journey at different times to avoid congestion and over a third said they tend to take different routes or avoid motorways completely.

Retrieved from <http://www.dft.gov.uk/pgr/statistics/datatablespublications/trsnstatsatt/roadcongestion>

4. Train punctuality

Almost 94% of service on Britain's railway during September ran on time, with Chiltern Railways being the most punctual. During the period from 22 August to 18 September, 93.5% of trains arrived on time. This compares to 93.6% in same period last year. In all, 13 of the 19 operators saw their performance improve compared to the same period last year, with Virgin Trains seeing the biggest improvement (up to 91.3% from 89.0% last year). The rest saw marginal movements in performance with no operator seeing significant

movement (more than 3 percentage points). East Coast is the worst performing operator, this in part was due to a significant cable theft at Newark on 10 September. Network Rail and the train operators run more trains across Great Britain than are run in most European countries - almost 20% more than in France and 60% more than in Italy. Great Britain's 24,000 trains per-day is also more than Spain, Switzerland, The Netherlands, Portugal and Norway combined

Franchise	Punctuality Period 6 2010	Punctuality Period 6 2009	Moving Annual Average (MAA)
Arriva Trains Wales	96.1%	95.9%	95.1%
c2c Rail	96.6%	95.8%	96.6%
Chiltern	97.3%	96.6%	95.2%
Crosscountry	92.1%	91.5%	89.9%
East Coast	85.2%	88.0%	85.9%
East Midlands Trains	94.1%	93.8%	93.0%
First Capital Connect	91.9%	93.2%	89.2%
First Great Western	91.1%	94.1%	91.7%
First Scotrail	94.0%	93.7%	91.2%
First Transpennine Express	93.4%	95.8%	91.8%
London Midland	92.5%	90.7%	90.9%
London Overground	94.6%	92.9%	94.2%
Merseyrail	95.7%	95.5%	96.3%
National Express East Anglia	93.3%	92.2%	90.9%
Northern Rail	93.7%	93.3%	91.5%
Southeastern	93.1%	94.4%	89.1%
Southern	92.0%	92.7%	90.6%
South West Trains	95.8%	95.6%	93.2%
Virgin Trains	91.3%	89.0%	86.9%
National	93.5%	93.6%	91.5%

Retrieved from <http://www.networkrailmediacentre.co.uk/Press-Releases> 7 October 2010

5. Airport traffic figures

BAA's UK airports handled 10.6 million passengers in August, a reduction of 0.6% on the same month last year. Heathrow recorded its busiest ever August, and second busiest month on record, with 2.5% more people (6.5m) making journeys through the UK's hub. Relative to other UK airports, Heathrow benefited from its greater exposure to the business travel sector, while the other UK airports in the Group depend

more on the currently weak UK outbound leisure market, which continues to be adversely affected by the continuing economic uncertainty that has led to casualties among smaller UK tour operators.

The main driver of growth at Heathrow is European scheduled traffic, which was up by 10.4% on the back of an 8.3% increase in seat capacity compared with August 2009. At Stansted, reductions in airline seat capacity contributed to a 6.1% drop in passengers carried. Glasgow also saw a sharp decrease in capacity (-8.4%) which is the major factor behind a 9.4% drop in passengers. Edinburgh's traffic reduced by 0.2% overall, but European traffic grew by 9.4%. Aberdeen and Southampton recorded decreases of 4.0% and 1.0% respectively.

In total, BAA's UK airports handled 0.5% more air transport movements (landings and take-offs) than a year earlier (Heathrow + 3.5%) and a total of 13.7% more cargo tonnage, with Heathrow up by 14.3%. Cargo tonnage at BAA's UK airports is now 2.8% above its pre-recession peak, reflecting the strength of recovery in the air cargo market.

BAA traffic summary: August 2010

August 2010	% change August 2009 to 2010	% change
6,542.5	2.5	-0.8
2,089.2	-6.1	-7.4
8,631.7	0.3	-2.4
183.5	-1.0	-3.2
646.4	-9.4	-9.9
926.9	-0.2	-3.6
258.9	-4.0	-8.0
1,832.2	-4.2	-6.7
10,647.4	-0.6	-3.2
627.3	5.8	4.4

Retrieved from

http://www.baa.com/portal/page/BAA%20Airports%5EMedia%20centre%5ENews%20releases%5EResults/6a0fee0e5abea210VgnVCM20000039821c0a___/a22889d8759a0010VgnVCM200000357e120a___/

7 October 2010

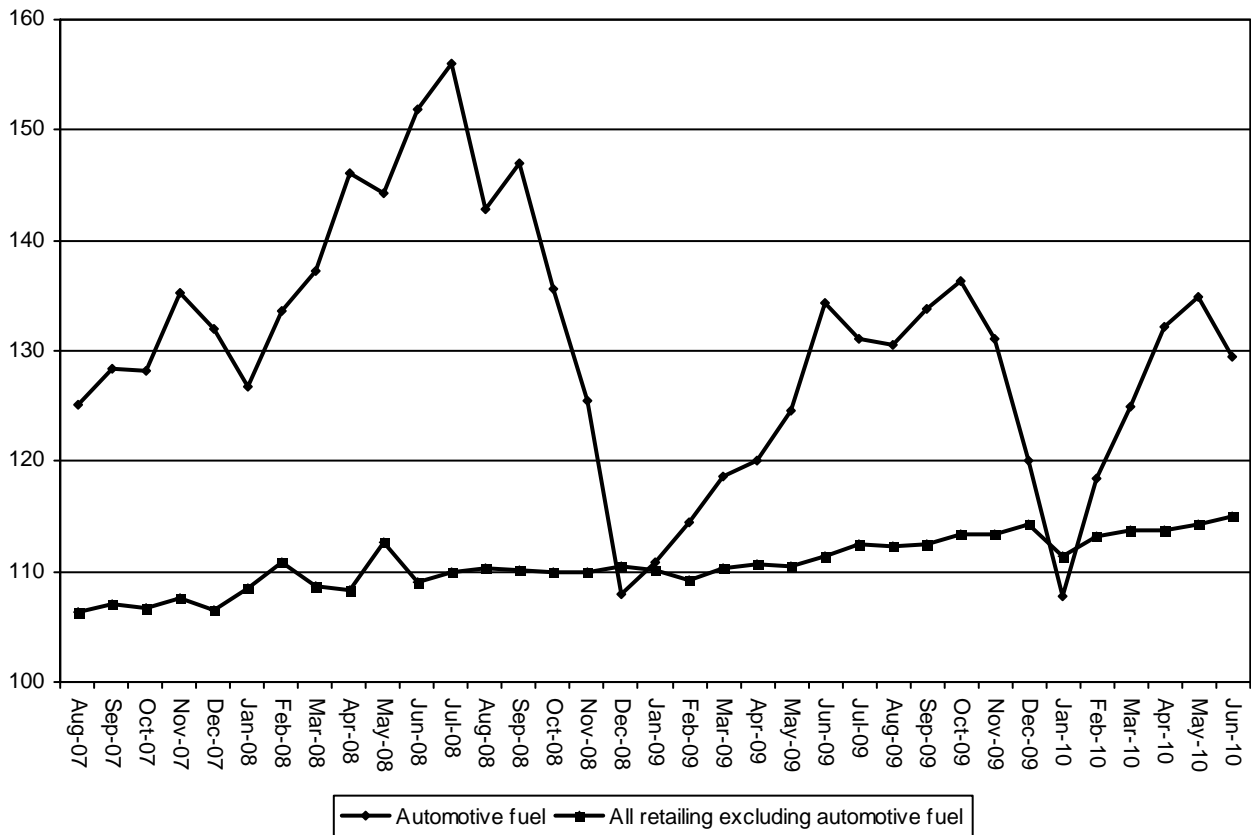
6. Automotive fuel sales

According to information published by the Office for National Statistics, sales of automotive fuel over the last three years have increased at a greater rate compared to all retailing. However, as figure 1 shows, sales of automotive fuel fluctuate markedly with sales peaking during the summer and at their lowest during December and January. Retrieved from <http://www.statistics.gov.uk/pdfdir/rs0710.pdf> 23 July 2010

At current prices seasonally adjusted, Index 2005=100

Month	Automotive fuel index numbers of sales per week	All retailing excluding automotive fuel	Month	Automotive fuel index numbers of sales per week	All retailing excluding automotive fuel
Aug-07	125.2	106.4	Jan-09	110.9	110.2
Sep-07	128.3	107.1	Feb-09	114.5	109.2
Oct-07	128.2	106.7	Mar-09	118.7	110.3
Nov-07	135.2	107.6	Apr-09	120.0	110.6
Dec-07	132.0	106.5	May-09	124.5	110.5
Jan-08	126.7	108.5	Jun-09	134.3	111.4
Feb-08	133.6	110.9	Jul-09	131.0	112.4
Mar-08	137.2	108.7	Aug-09	130.6	112.2
Apr-08	146.1	108.4	Sep-09	133.8	112.5
May-08	144.2	112.7	Oct-09	136.3	113.4
Jun-08	151.8	109.1	Nov-09	131.1	113.4
Jul-08	156.0	109.9	Dec-09	120.0	114.3
Aug-08	142.8	110.3	Jan-10	107.7	111.3
Sep-08	146.9	110.2	Feb-10	118.4	113.2
Oct-08	135.6	109.9	Mar-10	124.9	113.8
Nov-08	125.4	110.0	Apr-10	132.2	113.8
Dec-08	108.0	110.4	May-10	134.8	114.3
			Jun-10	129.5	115.0

(Source ONS Statistical Bulletin : Retail Sales - June 2010)



7. European Commission road safety targets

With the exception of Romania and Malta road traffic accident fatalities have fallen in all European Union member states over the period 2001 to 2009. Across the Union fatalities have fallen by 36%. Four countries Latvia, Spain, Estonia and Portugal have managed to halve the number of casualties.

In July the European Commission adopted challenging plans to reduce the number of road deaths on Europe's roads by half in the next 10 years. The initiatives proposed in the 'European Road Safety Policy Orientations 2011-2020' range from setting higher standards for vehicle safety, to improving the training of road users, and increasing the enforcement of road rules.

Road fatalities by country (per million inhabitants)

Member State	Fatalities by population		Change 2001 - 2009	Member state	Fatalities by population		Change 2001 - 2009
	2001	2009			2001	2009	
Latvia	236	112	-54%	Finland	84	53	-36%
Spain	136	58	-53%	Holland	62	39	-35%
Estonia	146	75	-50%	United Kingdom	61	38	-35%
Portugal	163	79	-50%	Austria	119	76	-34%
France	138	67	-48%	Hungary	121	82	-34%
Lithuania	202	110	-48%	Luxembourg	159	97	-33%
Slovakia	114	64	-43%	Czech Republic	130	87	-32%
Italy	125	68	-43%	Denmark	81	55	-30%
Ireland	107	54	-42%	Cyprus	140	89	-28%
Germany	85	51	-40%	Greece	172	130	-23%
Sweden	66	39	-39%	Poland	145	120	-17%
Slovenia	140	84	-38%	Bulgaria	128	118	-11%
European Union	113	69	-36%	Romania	112	130	14%
Belgium	145	90	-36%	Malta	41	51	31%

Further European Union road safety information is available from the the European Commission's new road safety [website](#). This has been designed to provide road users and stakeholders with information about everything from good behaviour and education to infrastructures and vehicle safety. The website also includes a comprehensive frequently asked questions page and specific details of traffic laws in all EU member states.

Retrieved from

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/10/970&format=HTML&aged=0&language=EN>

20 July 2010

8. Winter gritting

The Local Government Association, which represents councils in England and Wales, has carried out new research on the winter readiness of local authorities to mark the formal start of the gritting season on 1 October. An online survey sent to all relevant local authorities had a response rate of 50 per cent and found that 78 per cent of councils aimed to have more salt in stock for this year's winter gritting season than last year's, 22 per cent were aiming for the same amount of stock. 74 per cent of councils stated that their suppliers had been able to provide all the salt required for the start of this winter gritting season, with 18 per cent stating not and the remainder being unsure. The 18 per cent (15 councils) who had not been provided

with all the salt they had requested were short by a median average of 1,700 tonnes each. The LGA's recent report examining the country's response to severe winter weather highlighted concerns over the resilience of the salt supply chain, since councils are dependent on just two companies for the vast majority of stock.

Retrieved from <http://www.lga.gov.uk/lga/core/page.do?pagelid=14032715> 8 October 2010

9. Transport Scotland, Main Transport Trends 2010

In August, Scotland's Chief Statistician published 'Main Transport Trends', available from <http://www.scotland.gov.uk/stats/bulletins/00840>. This reported that two-thirds (67%) of commuters travelled to work by car/van in 2009, (61% as a driver; 6% as a passenger). 12 per cent walked, 12 per cent by bus, 4 per cent by train, 2 per cent cycled and 2 per cent used other modes of transport. In the same year, half of all pupils (50%) walked to school, 24 per cent by car/van, 22 per cent by bus, 1 per cent cycled, 1 per cent by rail and 2 per cent used other means of transport.

Passenger journeys on ScotRail services increased by 0.7% to 76.9 million in the 2009/10 financial year. This represents an increase of 20% since 2004/05. Though bus patronage fell 0.8 per cent to 493 million in 2008/09, the number of bus journeys was still 6.9 per cent higher than in 2004/05.

The number of new vehicles registered in Scotland rose by 0.5 per cent to 216,000 in 2009 whilst the total number of vehicles on the roads increased by 0.7 per cent to 2.71 million in 2009 - the highest number ever recorded. The volume of traffic on Scotland's roads fell by 0.6 per cent in 2009 to just over 44 billion (thousand million) vehicle kilometres, though this figure is still 11 per cent higher than in 1999. In 2009, 68 per cent of people aged 17 or over had a full driving licence: 76 per cent of men compared to 61 per cent of women.

In 2009 216 people were killed on Scotland's roads, 54 (or 20%) fewer than 2008. 2,269 people were seriously injured in reported road accidents in 2009, a decrease of 12 per cent. Overall there were a total of 15,027 road casualties in 2009, 4 per cent fewer than in 2008.

There were 22.5 million air terminal passengers in 2009, 1.9 million (8%) less than in the previous year, but still the sixth highest level ever recorded. Ferry patronage increased by 4% in 2009 to 5.9 million

Retrieved from <http://www.scotland.gov.uk/Publications/2010/08/23082229/1> 25 August 2010

10. Deer-vehicle collisions

Since January 2009 the Highways Agency has recorded over 2,000 deer-vehicle collisions on the motorway and A-road network in England. The periods of highest risk are autumn and spring, particularly around dawn and dusk. To reduce the number and severity of these incidents the Highways Agency and the organisation Deer Initiative are working in partnership to raise drivers awareness of this issue. Drivers are being encouraged to become 'DeerAware' – to slow down and watch out when they see deer warning signs at the roadside. According to Dr Jochen Langbein, project leader for the UK Deer Vehicle Collisions Project at the Deer Initiative "There are over 1.5 million wild deer in Great Britain and the population is growing". The Deer Initiative estimates that there could be up to 74,000 deer-vehicle collisions every year in the UK – around 80% of which are in England.

Source Highways Agency Press Release 23-09-10

11. Department for Transport Statistics Update

i. We want your views!

Those of you who attended the last TSUG Seminar 'A Journey Through DfT Statistics' on 13 October will already be aware, that in line with the UK Statistics Authority Code of Practice, DfT are asking for users views on DfT statistical outputs. In particular we want to know:

- What do we do well?
- What do you want more of?
- What do you want less of?
- What could we stop?

If you have views on any of the above please let us know at: publicationgeneral.enq@df.t.gsi.gov.uk.

The seminar also covered the new approach to releasing official statistics via the [Department for Transport website](#) shifting our focus away from printed-paper documents for most routine outputs and creating single 'landing' web page for a given transport statistics topic. The aim is to simplify the statistics pages of the website and improve the service offered to users by making our published data much easier to access, navigate and download for further analysis. This approach has been piloted with [Bus and Light Rail Statistics](#) (Q1 2010) and [the National Travel Survey](#) and is now being rolled out across other series including [Road Traffic and Congestion in Great Britain: Quarter 3 2010](#).

We would welcome users' views on any aspect of these changes. Customer feedback on the pilot has already helped us shape the wider roll out. Following comments received from the NTS pilot we have improved the NTS web page/outputs accordingly, e.g. re-organised the zip file, included a contents page file, combined all pdfs into one printable file and provided additional related internet links. If you have any comments regarding the website improvements please e-mail publicationgeneral.eng@dft.gsi.gov.uk.

More information can be found at

<http://www.dft.gov.uk/adobepdf/162469/221412/221535/224295/notetousers1.pdf>

ii. Launch of a new set of Congestion Statistics (congestion on locally managed roads)

DfT will be launching a new set of congestion statistics in the November Road Traffic and Congestion bulletin. These statistics will relate to average vehicle speeds on locally managed 'A' roads and will be flow-weighted by the Department's annual traffic count data. The series should therefore have the benefit of being area-wide in that all locally managed 'A' roads in each authority will be included but they will also be weighted so that busy roads are more important in the overall figures than quiet roads. The first release of these statistics ([Road Traffic and Congestion in Great Britain: Quarter 3 2010](#)) will contain data for the last three academic years and, subject to user feedback, we intend to update the series subsequently on a quarterly basis.

Full details of the methodology used to create the new statistics will be provided alongside the publication. DfT would be very grateful for any feedback you may have on either the statistics themselves or the new bulletin format once they are released. Please send any feedback to congestion.stats@dft.gsi.gov.uk.

iii. UK Statistics Authority Assessments

As those of you who attended the TSUG Seminar in May will be aware the UK Statistics Authority was established in 2007 as an independent body operating, at arm's length from government, as a non-ministerial department directly accountable to Parliament. Part of the Authority's remit is to promote and safeguard the quality and comprehensiveness of official statistics through independent scrutiny (monitoring and assessment) of all official statistics produced in the UK.

So far UK Statistics Authority has carried out five assessments of DfT Statistics. The reports can be found on the UK Statistics Authority website:

[Statistics on Road Conditions in England \(Department for Transport\)](#)

[Road Freight Statistics \(Department for Transport\)](#)

[Road Casualty Statistics \(Department for Transport\)](#)

[Transport Statistics Compendium \(Department for Transport\)](#)

The assessment of the National Travel Survey is now completed and was published on 28 October on the [UKSA website](#).

In following up the recommendations from the Statistics on Road Conditions assessment the Department for Transport is looking for some feedback on the [Road Conditions in England statistical bulletin](#). As well as getting the views of current users, we are particularly interested in canvassing other potential users and people who feel that it does not provide them with what they need.

We would like to hear about what measures of road conditions in the bulletin you find useful at the moment and what measures you would like to see added to the bulletin.

Please send any comments to roadmaintenance.stats@dft.gov.uk or contact Daryl Lloyd directly on 020 7944 6142.

iv. Recent and forthcoming publications

DfT publishes a wide range of transport related statistics on the DfT website. Recent and forthcoming publications, which might be of interest, include:

5 August 2010 - [Reported Road Casualties in Great Britain: 2009 Provisional Estimates for Accidents Involving Illegal Alcohol Levels](#)

19 August 2010 [Road Freight Statistics 2009](#)

26 August 2010 [Public Attitudes towards Road Congestion](#)

9 September 2010 [Light Rail Statistics 2009/10](#)

23 September 2010 [Maritime Statistics 2009](#)

23 September 2010 [Reported Road Casualties Great Britain: 2009 Annual Report](#)

21 October 2010 [Annual Bus Statistics 2009/10 \(incorporating Quarterly Bus Statistics Q2 2010\)](#)

November 2010 Transport Statistics Great Britain: 2010 Edition P

4 November 2010 Road Traffic and Congestion in Great Britain: Provisional Estimates Q3 2010 (including statistics about speeds on local authority managed 'A' roads).

18 November 2010 Blue Badge Scheme Statistics: 2009/10 - An ad hoc report

December 2010 Road Conditions in England: 2010 P

December 2010 Vehicle Excise Duty Evasion: 2010 P

A full list of recent publications and of all publications to be published in the next 12 months can be found here: <http://www.dft.gov.uk/pgr/statistics/>

12. Forthcoming Seminars

Date	Title	Location
09-11-2010	Autumn Welsh Seminar: Travel Plans and the Development Control Process	Cardiff University
18-11-2010	TSUG and CILT Conference: Transport and the Money Squeeze	Royal Statistical Society
08-12-2010	Rural Transport (and Annual General Meeting)	Colin Buchanan and Partners
19-01-2011	Air Travel Trends and Forecasts	Transport for London Southwark Office
16-02-2011	London Travel Demand - New Data and Ideas	Transport for London Southwark Office
16-03-2011	Census 2011: the Implications for Transport Users	Transport for London Southwark Office
13-04-2011	Vehicle Monitoring Data (including Monitoring National Fuel Consumption)	Transport for London Southwark Office
11-05-2011	International Comparison of Coverage, Scope and Depth of Key Areas	Transport for London Southwark Office
15-06-2011	Freight International and National Data Gaps: are Users Needs being Met?	Transport for London Southwark Office
13-07-2011	Less Obvious Sources of Transport Statistics	Transport for London Southwark Office

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